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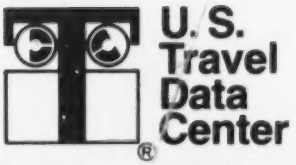
1982
NATIONAL TRAVEL SURVEY
FULL YEAR REPORT



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The United States Travel Data Center is the national, non-profit center for travel and tourism research. Since its establishment in 1973, the Data Center has devoted itself to advancing the common interests of the travel industry and the public it serves by encouraging, sponsoring and conducting statistical, economic, and scientific research concerning travel, the travel industry and travel-related industries. In pursuit of this objective, the Data Center gathers, analyzes, publishes and disseminates the results of such research, and cooperates with all government agencies, private industry and academic institutions with similar purposes and objectives. The Data Center is financed through publication sales, membership dues and contract research. It is located in Suite 610, 1899 L Street, N.W., Washington, D.C. 20036.

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EXECUTIVE SUMMARY

- The depressing economic environment throughout 1982 produced a rare decline in U.S. travel away from home.

- Americans took 537 million trips and nearly 1.07 billion person-trips during the year, nine percent and seven percent below the 1981 level, respectively.

- Travel parties were similar in size to those traveling during 1981. Trips were slightly shorter in duration but longer in distance than the previous year.

- The overall decline in travel in 1982 was largely due to a reduction in personal motor vehicle travel by Americans, off eight percent. The nation's airlines, depressed by the air traffic controllers' strike in late 1981, carried almost one percent more travelers in 1982.

- Vacation travel was off sharply in 1982, down 11 percent from its 1981 level. Travel to visit friends and relatives held up better than trips taken for "other" pleasure purposes, while business/convention travel was down three percent.

- The South ranked number one as a destination of 1982 travel, receiving 24 percent of all person-trips. It was also the chief attractor of inter-regional travel during the year, while the Great Lakes Country region was the primary inter-regional travel producer.

- When compared to the general population, travelers represent a substantially up-scale segment. They tend to be younger, better educated, more affluent and more likely to be employed in while collar occupations than the U.S. adult population overall.

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INTRODUCTION

In March, 1979, the U.S. Travel Data Center began conducting a monthly National Travel Survey. Since that time, quarterly and annual summaries of results have been published regularly to provide Data Center members and other interested marketers and researchers with timely, consistent and relevant data on major trends in U.S. travel activity.

Travel's growth in recent years has been beset with a plethora of challenges. Petroleum shortages, super-inflation, restrictive government policies, and a discouraging economy have dampenend the growth in travel that we once took for granted. In such an environment, it is more important than ever to maintain and continue to improve data series such as that provided through the National Travel Survey if we are to understand and appropriately respond to changing travel markets.

This report summarizes U.S. travel volume and characteristics during 1982, a year in which U.S. resident travel, normally immune to economic downturns, suffered a rare decline.

GUIDE TO USING THIS REPORT

This report is based on data collected through the 1982 National Travel Survey.

The first section reviews factors related to U.S. travel activity in the past, specifically economic conditions, weather patterns and special situations such as gasoline shortages or, in the case of 1982, the 1982 World's Fair and the opening of Epcot.

Next is an analysis of major travel patterns and trends occurring during the year compared to 1981. Separate discussions of a number of important U.S. travel markets are included. Throughout this analysis lettered tables show characteristics of the average trip in a number of different categories and other data relevant to the discussion. Figures showing monthly trends in various markets are also included.

Summary tables of the complete results of the 1982 National Travel Survey arranged by type of trip comprise Appendix A. These tables show the base number of trips and person-trips for each category and the percent distributions of these trips and person-trips by a number of trip and traveler characteristics. References appearing in parentheses are made in the analysis to these summary tables.

Following earlier National Travel Surveys, travel is measured by trips and person-trips. A "trip" is defined as travel to a place 100 miles or more away from home and return, whether or not an overnight stay is involved. Every time a respondent travels, either alone or with other members of the household, a trip is recorded. A "person-trip" is counted every time one person takes a trip. If the respondent travels with two other members of the household, one trip and three person-trips are counted. More detailed definitions of these and other terms used in this report are found in Appendix B: Glossary of Terms. Also located in the appendices are the following: Appendix C which provides a description of the methodology used to conduct the survey, Appendix D which is a copy of the survey questionnaire, Appendix E which shows a summary of the sample characteristics for 1982, and Appendix F which discusses sampling error.

This is the final report in a series of reports based on the 1982 National Travel Survey. Four quarterly reports covering travel during 1982 are also available from the U.S. Travel Data Center for $60.00 each, prepaid. Quarter and full-year reports summarizing data from the 1979, 1980, and 1981 National Travel Surveys have also been published.

Members of the travel industry and other interested parties are invited to participate in the National Travel Survey program. The improved 1983 survey now combines the low cost advantage of a syndicated study with the flexibility of custom research to provide subscribers with the best survey package the Data Center can offer.

In addition to receiving reliable monthly data on Americans' travel activity, subscribers are entitled to add 18 or more questions of their own selection at any time during the year and to use the existing data base to segment responses.

For a prospectus describing the 1983 National Travel Survey, contact Suzanne D. Cook, Assistant Director, U.S. Travel Data Center, 1899 L Street, N.W., Washington, D.C. 20036, (202) 293-1040.

BACKGROUND FACTORS FOR TRAVEL IN 1982

Economic Developments

The economic recession that began in July 1981 finally reached bottom in November 1982. In the meantime, income, employment and business activity were depressed during what is termed the worst recession since the great depression of the 1930's.

Table A shows the course of several major economic variables that affect travel away from home in America.

Table A: Overall U.S. Economic Developments, 1981-82 (percent change from previous year)

	1982	1981
Dollar GNP	4.1%	12.0%
Real GNP	-1.7	1.9
Personal income	6.4	12.0
Corporate profits after tax	-22	-4.1
Consumer price index	6	10
Travel price index	6	10
Payroll employment	-1.6	0.8

It is clear that 1982 was considerably worse for the nation's economy than 1981. Personal income expanded somewhat in 1982 but at a rate less than one-half the 1981 rate. Output measured in real terms with price increases removed actually fell nearly two percent, the worst annual decline since World War II.

Employment fell, and the unemployment rate rose to its highest level since the great depression. While ninety million Americans were still employed in 1982, the fear of job loss and income reduction in the future kept many people at home who would normally travel.

One positive note in an otherwise bleak year was the continued moderation of consumer inflation. Both consumer prices in general and travel prices increased significantly less than in 1981, most notably in response to the decline in gasoline prices beginning in April 1981 and continuing throughout 1982. On the

other hand, personal income also grew only six percent, producing no growth at all in the real income available to the public for such activities such as travel.

Weather Conditions

Severe weather conditions struck in early January 1982, with harsh storms and record-low temperatures from New England to The South, and across the Great Lakes Country to the Far West. Conditions normalized in February and March but in April unexpected snowstorms hit the midwest and east coast, causing many Americans to postpone holiday travel plans.

The summer of 1982 was relatively comfortable over most of the nation, with unseasonably cool temperatures in the northeast and northcentral portions of the country.

Generally seasonable weather conditions persisted into the fall, although early snowstorms affected the Great Lakes Country and Mountain West regions of the U.S. December's weather was characterized by unusual warmth in the east, and unusual precipatation in the west and parts of the south.

Special Events

Finally, it is necessary to consider special events, such as Bicentennial celebrations, or special situations, such as petroleum shortages, in assessing the environment in which travel activity takes place during a particular period of time.

Two events were significant in shaping travel patterns in 1982: the 1982 World's Fair, held in Knoxville, Tennessee from May through October 1982, and the opening of Epcot (Experimental Prototype Community of Tomorrow) at Walt Disney World in Orlando, Florida in October 1982.

Eleven million people visited the 1982 World's Fair, producing growth for the travel industry in Tennessee and benefitting many of the surrounding states as well.

Epcot, projected to attract 23 million visitors annually, experienced strong visitation from all over the country in the winter of 1982, impacting significantly travel to Florida.

Both of these events took place in The South region, at least partially offsetting the detrimental effects of the recession. Travel to The South region during the year declined less than half as much as travel to other parts of the country during 1982.

OVERVIEW OF 1982 TRAVEL ACTIVITY

The depressing economic environment throughout 1982 produced a rare decline in U.S. travel away from home. Normally immune to economic downturns, travel in 1982 proved vulnerable to the length and breadth of this recession, coming on the heels as it did of the 1980 recession.

Figure 1 shows that travel in the spring and late fall of 1982 was particularly weak, paralleling economic conditions and falling levels of consumer confidence. Travel grew slightly in the late summer and early fall.

By the end of 1982, 64 percent of all U.S. adults had taken one or more trips to places 100 miles or more away from home. On the average, 39 million U.S. adults traveled during each month of the year. Overall, over 537 million trips and nearly 1.07 billion person-trips were taken during the year, nine percent and seven percent below the 1981 level, respectively (Tables 1A and 1B).

Travel parties were similar in size to those traveling during 1981. Trips were slightly shorter in terms of duration, but longer in distance than the previous year (Tables 1C, 1D and 1G).

Table B: Characteristics of the Average Trip, 1982 and 1981

	1982	1981
Persons per trip	1.99	1.96
Miles per trip*	790	770
Nights per trip	4.5	4.6

*Round-trip mileage for domestic travel only.

The overall decline in travel in 1982 was largely due to a reduction in personal motor vehicle travel by Americans, off eight percent. Automobiles, trucks and recreational vehicles, however, continued to predominate as the most preferred mode of transportation in America with 882 million person-trips. The nation's airlines, depressed by the air traffic controllers' strike in late 1981, carried almost one percent more travelers in 1982 (Table 1C).

FIGURE 1

TOTAL TRAVEL DOWN 7% IN 1982

*a person-trip is one U.S. resident taking a trip to a place 100 miles or more away from home

Source: U.S. Travel Data Center

While Americans took trips with slightly shorter durations than in 1981, the types of overnight accommodations used were quite similar from year to year. The homes of friends and relatives were the preferred type of accommodations, used during 45 percent of all person-trips. Commercial facilities were next in popularity, with reported usage during 36 percent of all 1982 travel. Six percent of all person-trips involved nights spent in owned or rented condominiums, cabins or vacation homes, and six percent camped or stayed in recreational vehicles (Table 1D).

By purpose of trip, travel to visit friends or relatives held up better than trips taken for "other" pleasure purposes, as Americans looked for ways to economize. Even so, visits to friends and relatives dropped three percent below the 1981 level. Travel for outdoor recreation, sightseeing and entertainment was down nearly three times as much. Business and convention travel declined three percent for the year (Table 1E).

During 1982, Americans took 660 million vacation person-trips away from home. This is 11 percent fewer than they reported in 1981. As a result, vacation travel accounted for 61 percent of all travel by U.S. residents during 1982, down from a 63 percent share the year before (Table 1E).

The demand for travel-related services in 1982 was similar to that evident for the previous year. Ten percent of all travelers during the year consulted a travel agent, but only seven percent reported using the agent to make reservations. Use of rental cars and package tours accounted for six percent and five percent of total person-trips, respectively (Table 1F).

As a regional destination, The South ranked number one again in 1982, capturing 24 percent of all person-trips and experiencing a below average decline of three percent. The Frontier West was the second most popular region as it hosted 11 percent more visitors than in 1981. As origins, the Great Lakes Country and The South regions were the leaders in generating travel, producing approximately 21 percent of all person-trips each. (Tables 1I and 1J).

It is also important to look at travel flows. Table C shows the percentage of travel from each region as an origin to each region as a destination, while Table E shows the percentage of travel to each region as a destinaion from each region as an origin.

These tables clearly show the preponderance of intra-regional travel in the United States. Some regions, however, exhibit this tendency more than others. For example, Eastern Gateway residents were the least likely to travel within their own region in 1982. Only 32 percent of all person-trips which originated within the region were destined there as well. On the

Table C

1982 Travel Flows by Region of Residence
(Percent of total person-trips)

Destination Region	Region of Residence: New England	Eastern Gateway	George Washington Country	The South	Great Lakes Country	Mountain West	Frontier West	Far West
New England	39%	13%	3%	1%	2%	*%	*%	1%
Eastern Gateway	21	32	17	4	2	3	1	1
George Washington Country	13	18	46	5	7	*	1	1
The South	11	16	21	67	18	3	11	1
Great Lakes Country	3	3	4	7	51	13	5	3
Mountain West	*	*	1	1	3	47	4	5
Frontier West	*	3	3	9	8	15	69	6
Far West	3	3	1	3	4	13	7	76
Outside U.S.	11	11	5	3	5	5	3	7

Note: Details may not add to 100 percent due to rounding.
Source: U.S. Travel Data Center
* Less than 0.5 percent.

other hand, residents of the Far West took 76 percent of all their person-trips within the five states comprising the region.

Between these two extremes exist widely varied travel patterns. It is likely that such variation is related to the relative size of the regions, with the geographically larger regions showing a higher incidence of intra-regional travel than the smaller ones.

Looking at the regions as destinations, the same types of patterns are evident. Some regions appear to be more dependent on travel by their own residents than others. For example, The Far West and Great Lakes Country regions rank highest, each with 73 percent of all person-trips destined to the region taken by residents. The Eastern Gateway is at the other end of the range, with residents generating only 36 percent of all person-trips destined to the region.

If intra-regional travel is excluded, net travel flows can be examined to determine which regions are net attractors and which are net generators of travel. A plus figure in the table below indicates that a region attracts more visitors from other regions than it generates. Conversely, a minus indicates that the region generates more visitors to other parts of the country than it attracts.

Table D: Number of Inter-regional Person-trips Received and Originated, and Destination Net Flow, 1982 (in millions)

Region	Received	Originated	Destination Net Inflow
New England	19.5	30.5	-11.0
Eastern Gateway	46.4	50.5	-4.1
George Washington Country	52.4	55.4	-3.0
The South	103.2	73.0	+30.2
Great Lakes Country	42.7	112.9	-70.2
Mountain West	25.3	25.8	-0.5
Frontier West	59.6	59.6	0.0
Far West	40.5	34.1	6.4

It is evident from the table that the South is the chief attractor of travel with 30.2 million more inter-regional person-trips received than generated. This conclusion is consistent with Tables C and E which show that while The South received 59 percent of all its visitors from within its own borders, 67 per-

Table E

1982 Travel Flows by Region of Destination
(Percent of total person-trips)

Origin Region	Region of Destination: New England	Eastern Gateway	George Washington Country	The South	Great Lakes Country	Mountain West	Frontier West	Far West	Outside U.S.
New England	49%	15%	7%	2%	1%	*	*	1%	10%
Eastern Gateway	26	36	15	5	2	*	1	2	16
George Washington Country	7	24	47	8	3	3	1	1	10
The South	7	13	12	59	9	5	10	4	12
Great Lakes Country	9	7	16	16	73	15	10	6	20
Mountain West	*	2	*	1	4	48	4	4	5
Frontier West	*	2	3	8	6	15	69	9	10
Far West	3	2	1	1	3	14	4	73	18

Note: Details may not add to 100 percent due to rounding.
Source: U.S. Travel Data Center
*Less than 0.5 percent.

cent of travel from the region was destined there as well. On the other hand, the chief producer of inter-regional travel is the Great Lakes Country region which generated 70.2 million more person-trips than it received.

Finally, the survey indicates which type of areas within the U.S. (i.e. cities or rural areas) are most popular as destinations, and which produce the greatest volume of travel. As destinations, small cities and rural areas were preferred somewhat more in 1982 than were large metropolitan areas. Thirty-seven percent of all travel during the year was taken to rural destinations, while only one quarter of those surveyed reported large cities as their destinations. As origins, small cities rank first, producing 38 percent of the total. Rural areas generated the fewest person-trips, 28 percent of the total (Table 1K).

Demographic Profile of Travelers

When compared to the general population, travelers represent a substantially up-scale segment, as shown in Table F. They tend to be younger, better educated, more affluent and more likely to be employed in white collar occupations than the U.S. adult population overall.

Travelers are quite similar, however, to the general population in terms of marital status and household composition. A greater percentage of travelers, nevertheless, report two or more wage earners in the household and possession of one or more major credit cards.

Residents of the eight regions identified in the survey show similar propensities to travel, although those living in the Eastern Gateway and George Washington Country regions appear somewhat less likely to travel than those residing in other regions. This may reflect the concentration of cities and attractions in the northeast, many of which may be less than 100 miles from many homes.

The upscale nature of the demographic profile of travelers described above cuts across all traveler segments, regardless of purpose or transport mode. There are some notable differences, however, which will be discussed later in the appropriate sections of this report.

Table F

Demographic Characteristics of Adult Population and Travelers, 1982

	Total Population	Total Travelers
INDIVIDUAL CHARACTERISTICS		
Male	47%	51%
Female	53	49
Married	62%	66%
Single/Never Married	18	20
18 - 24 years	14%	14%
25 - 44 years	40	48
45 - 64 years	27	27
65 years and over	19	11
College complete or more	20%	33%
Graduate work	6	12
Total white collar	32%	45%
Professional managerial	11	18
HOUSEHOLD CHARACTERISTICS		
Two persons or less	50%	49%
Three persons or more	50	51
Children in household	40%	41%
Two or more wage earners	36%	42%
Own home	68%	72%
$30,000 or more annual family income	24%	38%
$40,000 or more annual family income	12	22
Own major credit cards	44%	61%
REGION OF RESIDENCE		
New England	5%	5%
Eastern Gateway	12	9
George Washington Country	12	10
The South	19	20
Great Lakes Country	21	22
Mountain West	4	4
Frontier West	14	15
Far West	12	14

Mode of Transportation

The National Travel Survey has found repeatedly that personal motor vehicles dominate travel by U.S. residents. During 1982, 82 perent of all person-trips were by automobile, truck or recreational vehicle. In all, travelers reported 416 million trips and 882 million person-trips by these modes during the year, down 10 percent and eight percent, respectively, from 1981 (Table 1B).

Airlines capture the second largest share of U.S. travel. Americans took 95 million trips and 145 million person-trips by air during 1982. On a trip basis, air travel was off five percent in 1982. Larger travel parties, however, resulted in almost a one percent increase in air person-trips for the year (Table 1B).

Not surprisingly, auto/truck/RV travel and air travel differ significantly in a number of ways. Table G below, for example, indicates that on the average, air travel is three times longer in terms of distance and nearly twice as long in duration than travel by personal motor vehicle. On the other hand, travel parties are substantially larger on auto/truck/RV trips than on air trips (Tables 2A, 2B, 3A and 3B).

Table G: Characteristics of the Average Auto/Truck/RV and Air Trip, 1982 and 1981

	Auto/Truck/RV		Air	
	1982	1981	1982	1981
Person per trip	2.12	2.10	1.53	1.45
Miles per trip*	640	620	1,960	1,760
Nights per trip	4.0	4.1	7.6	7.3

*Round-trip mileage for domestic travel only

When compared to 1981, the trend toward somewhat longer trips is evident, particularly for air travel. Air trips in 1982 were 200 round-trip miles longer than in 1981 and durations increased by about four percent. Auto/truck/RV travel, however, was very similar in structure to 1981.

As suggested above, air travel parties are smaller than average at 1.53 persons per trip, as compared to 2.12 persons per trip among auto/truck/RV travelers. While 48 percent of all person-trips taken by personal vehicle in 1982 included three persons or more in the travel party, only 22 percent of air person-trips did. In addition, travel by automobile, truck or

recreational vehicle was twice as likely to include children than air travel. In 1982, 44 percent of all auto/truck/rv person-trips included children, as compared to only 22 percent for air (Tables 2E and 3E).

Auto/truck/RV travelers and air travelers also differ in terms of the purpose of their trips. Person-trips by air were nearly equally divided among visiting friends and relatives, "other" pleasure and business/convention purposes in 1982. Most auto/truck/RV person-trips, however, were taken for pleasure, with only 12 percent occurring to conduct business or attend a convention (Tables 2C and 3C).

Both groups, however, indicated about two-thirds of travel were vacation trips. Weekend travel was much more frequent among personal motor vehicle travelers than among air travelers, accounting for 52 percent and 21 percent of auto/truck/RV and air person-trips, respectively (Tables 2C and 3C).

Related to their greater propensity to visit friends and relatives, travelers by automobile, truck or recreational vehicle reported greater reliance on friends and relatives for overnight accommodations. The majority of air person-trips (54 percent) included nights spent in hotels or motels (Table 2B and 3B).

Predictably, air travelers reported significantly greater usage of travel-related services than did auto/truck/RV travelers. While nearly half of all air travelers reported consulting a travel agent, only three percent of those traveling by personal motor vehicle did. Similar differences appear for use of rental cars and package tours (Tables 2D and 3D).

Travel destinations also differed depending on the mode of transportation. Auto/truck/RV travelers were twice as likely to visit the George Washington Country or Great Lakes Country regions of the U.S. than were air travelers, although both groups visited The South the most. On the other hand, a substantially greater percentage of air travelers reported Far West and foreign destinations in 1982 than did auto/truck/RV travelers. Twenty-one percent of all air travelers were destined to the Far West, and another 17 percent to areas outside the U.S., as compared to 13 perent and three percent, respectively, among personal motor vehicle travelers (Tables 2G and 3G).

While destinations differed between the two groups, origins were quite similar. The South, Great Lakes Country and Frontier West regions were the greatest producers of both air and auto/truck/RV travelers in 1982, each region producing about 20 percent of the two groups. In both cases, the New England and Mountain West regions produced the fewest person-trips during the year (Tables 2H and 3H).

Differences in types of areas visited were pronounced as well. While air travelers preferred to visit large cities, auto/truck/RV travelers took the greatest percentage of their person-trips to rural areas, perhaps one of the reasons they selected to drive. As origins, large cities also produced the greatest percentage of air travelers, while personal motor vehicle travelers came from the three types of areas identified in approximately equal numbers (Tables 2I and 3I).

Demographics of Auto/Truck/RV and Air Travelers

Table H suggest that, not surprisingly, air travelers are significantly more up-scale than those traveling by personal motor vehicle. In addition to being better educated, more affluent and more likely to hold white collar positions, air travelers are less likely to be married and are members of smaller households.

Residents of the Great Lakes Country show a greater propensity to take auto/truck/RV trips than the U.S. average. While comprising 21 percent of the total adult population in the U.S., they reported 24 percent of all travel by this mode. This group, however, shows a lower than average tendency to travel by air. Among air travelers, the Far West stands out, producing a greater percentage of air travelers than its share of the population.

Purpose of Trip

The National Travel Survey collects data on trips taken for a variety of reasons. For this analysis, pleasure travel, defined as trips taken to visit friends and relatives, for outdoor recreation, sightseeing and entertainment is contrasted with business/convention travel.

Three-quarters of all 1982 person-trips were taken for pleasure purposes. During the year, nearly 372 million trips and 788 million person-trips were reported, down four percent and six percent, respectively, from 1981 (Table 1B).

Figure 2 shows that pleasure travel was strong during the first two months of the year, but then dropped below the 1981 level until July. Small increases were posted in pleasure travel during the late summer and early fall of 1982. As the economy worsened and unemployment rose, consumers became increasingly pessimistic and responded by cutting back once again on pleasure travel away from home.

Table H

Demographic Characteristics of Auto/Truck/RV and Air Travelers, 1982

	Total Travelers	Auto/ Truck/RV Travelers	Air Travelers
INDIVIDUAL CHARACTERISTICS			
Male	51%	51%	50%
Female	49	49	50
Married	66%	69%	59%
Single/Never Married	20	19	22
18 - 24 years	14%	15%	11%
25 - 44 years	48	47	48
45 - 64 years	27	26	30
65 years and over	11	11	11
College complete or more	33%	30%	49%
Graduate work	12	10	20
Total white collar	45%	43%	58%
Professional managerial	18	17	28
HOUSEHOLD CHARACTERISTICS			
Two persons or less	49%	48%	53%
Three persons or more	51	52	47
Children in household	41%	42%	37%
Two or more wage earners	42%	45%	41%
Own home	72%	73%	73%
$30,000 or more annual family income	38%	35%	53%
$40,000 or more annual family income	22	20	36
Own major credit cards	61%	59%	76%
REGION OF RESIDENCE			
New England	5%	4%	6%
Eastern Gateway	9	8	11
George Washington Country	10	10	11
The South	20	21	18
Great Lakes Country	22	24	18
Mountain West	4	4	6
Frontier West	15	16	15
Far West	14	13	15

FIGURE 2

PLEASURE PERSON-TRIPS DECLINED 6% IN 1982

*a pleasure person-trip is one U.S. resident taking a pleasure trip to a place 100 miles or more away from home

Source: U.S. Travel Data Center

Business and convention travel held up somewhat better than pleasure travel, down three percent from the previous year. A total of 102 million trips and 152 million person-trips were reported, 14 percent of all U.S. resident travel for the year (Table 1B).

Unlike pleasure travel, business/convention travel was quite weak early in the year, but generally strengthened after the first quarter. Figure 3 shows the volume of business/convention travel month by month for 1982 and 1981 and suggests its erratic nature, noted before in these reports.

Pleasure travel is different from business/convention travel in a number of ways. Table I below suggests that business/convention travel is about 30 percent longer in distance, but 10 percent shorter in duration than the average pleasure trip. Not surprisingly, travel parties are significantly larger for pleasure travelers than for those on business or convention trips (Tables 4A, 4B, 5A, 5B).

Table I: Characterisitcs of the Average Pleasure and Business/Convention Trip, 1982 and 1981

	Pleasure		Business/Convention	
	1982	1981	1982	1981
Persons per trips	2.12	2.14	1.50	1.39
Miles per trip*	770	750	1,000	890
Nights per trip	4.6	4.8	4.1	3.6

*Round-trip mileage of domestic travel only.

Business/convention travelers are much more likely to be traveling alone than are pleasure travelers. Forty-two percent of all 1982 business/convention person-trips were taken by parties of one, as compared to only 16 percent of total pleasure person-trips. Further, due to their nature, business/convention travel parties are less than half as likely to include children (Tables 4E and 5E).

Most pleasure travel was taken by personal motor vehicle (86 percent), while 11 percent of such travel occurred by air. While automobiles, trucks and recreational vehicles were also the dominant modes of transportation among business travelers, used for 69 percent of their person-trips, air travel accounted for nearly 30 percent of the total (Tables 4A and 5A).

Not surprisingly, pleasure travel was more likely to also be considered vacation travel by respondents than were trips taken

FIGURE 3

BUSINESS/CONVENTION TRAVEL OFF 3% IN 1982

*a business/convention person-trips is one U.S. resident taking a business or convention trip to a place 100 miles or more away from home

for business/convention. Nevertheless, 19 percent of all business/convention person-trips were also reported as vacations, a percentage which has been growing steadily over the past few years (Tables 4C and 5C).

With more than half of all pleasure travelers indicating visiting friends and relatives as their primary trip purpose, it is not surprising that 50 percent of this group reported nights spent in friends' or relatives' homes. Business/convention travelers were more likely to stay in commercial accommodations (67 percent), yet over 20 percent also reported relying on friends and relatives for overnight accommodations during their trips (Tables 4B and 5B).

Travel-related services asked about in the survey were used substantially more by business/convention travelers than by those on pleasure trips. Eighteen percent of all business/convention person-trips involved consultation with a travel agent, as compared to only eight percent of pleasure person-trips. Similarly, 17 percent of all business/convention travelers rented a car, while only four percent of pleasure travelers did (Tables 4D and 5D).

Destinations were similar, regardless of purpose of trip. The South was most popular, receiving 23 percent of both business/convention and pleasure person-trips. The Frontier West region of the country was the second most preferred destination among both groups (Tables 4G and 5G).

The South and Great Lakes Country regions were the greatest producers of both business/convention and pleasure travel during 1982. The Frontier West did not lag far behind, generating 20 percent and 18 percent of business/convention and pleasure travel, respectively (Tables 4H and 5H).

The type of area visited was, however, strongly related to purpose of trip. Large cities hosted nearly 40 percent of all business/convention travelers during 1982, as compared to only 22 percent of pleasure travelers that year. Pleasure travelers showed a preference for rural destinations, reported for 40 percent of person-trips for this purpose. As origins, small cities produced the greatest percentage of both business/convention and pleasure travel, 40 percent each (Tables 4I and 5I).

Demographics of Pleasure and Business/Convention Travelers

Business/convention travelers are different demographically from pleasure travelers in a number of ways as shown in Table J. One-half of all business/convention travelers are college-educated, compared to less than 30 percent of the pleasure travel

Table J

Demographic Characteristics of Pleasure and Business/Convention Travelers, 1982

	Total Travelers	Pleasure Travelers	Business/ Convention Travelers
INDIVIDUAL CHARACTERISTICS			
Male	51%	48%	66%
Female	49	52	34
Married	66%	65%	70%
Single/Never Married	20	21	20
18 - 24 years	14%	16%	11%
25 - 44 years	48	47	52
45 - 64 years	27	25	32
65 years and over	11	12	5
College complete or more	33%	29%	50%
Graduate work	12	9	21
Total white collar	45%	43%	47%
Professional/managerial	18	16	30
HOUSEHOLD CHARACTERISTICS			
Two persons or less	49%	50%	45%
Three persons or more	51	50	55
Children in household	41%	40%	43%
Two or more wage earners	42%	44%	50%
Own home	72%	70%	77%
$30,000 or more annual family income	38%	34%	53%
$40,000 or more annual family income	22	19	33
Own major credit cards	61%	59%	73%
REGION OF RESIDENCE			
New England	5%	5%	4%
Eastern Gateway	9	9	9
George Washington Country	10	10	9
The South	20	20	23
Great Lakes Country	22	23	20
Mountain West	4	4	5
Frontier West	15	16	16
Far West	14	13	14

segment. Correspondingly, they are nearly twice as likely to be employed in professional or managerial positions, and show substantially higher incomes as well.

Business/convention travelers are more likely to be married, come from somewhat larger households, and are more likely to have a working spouse than pleasure travelers. Over eighty percent of them are clustered between the ages of 25 and 64, the prime employment years when business/convention travel occurs.

The South stands out as producing a larger share of travel, particularly business/convention travel, than its population share. Residents of the Eastern Gateway and George Washington Country regions, on the other hand, show a below average propensity to take either business/convention or pleasure trips.

Vacation Travel

Vacation travel was extremely weak in 1982 and fell 11 percent in volume below the 1981 level. Figure 4 shows that with the exception of February, August and December, vacation travel levels were below 1981 during every month of the year. In all, 315 million trips and 660 million person-trips were taken for vacation during the year (Table 1B).

Vacation travel followed the trend evident for other types of travel: somewhat longer distances but shorter durations. Travel parties were slightly smaller than last year.

Table K: Characteristics of the Average Vacation Trip, 1982 and 1981

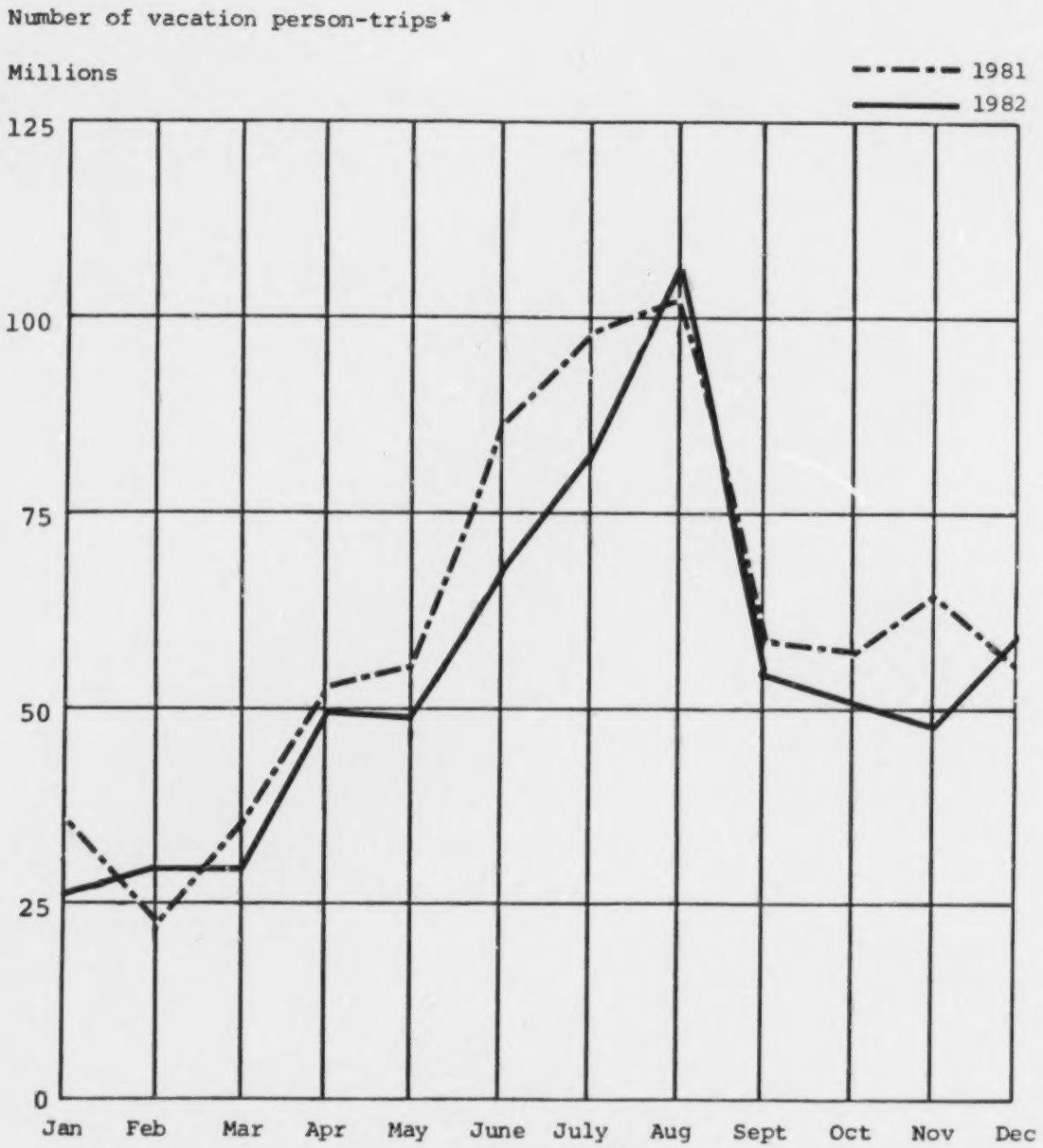
	1982	1981
Persons per trip	2.10	2.14
Miles per trip*	860	820
Nights per trip	5.3	5.6

*Round-trip mileage for domestic travel only.

Vacation travel tends to be somewhat longer both in distance and duration than other types of travel. In 1982, nearly one-quarter of all person-trips recorded as vacations involved straight-line round-trip distances of 1,000 miles or more.

FIGURE 4

VACATION PERSON-TRIPS DOWN 11% IN 1982



*a vacation person-trip is one U.S. resident taking a vacation trip to a place 100 miles or more away from home

Source: U.S. Travel Data Center

Further, 53 percent showed durations of four nights or more, a significantly higher percentage than the 41 percent evident for travel in general (Tables 6A and 6B).

Most vacation travel in 1982 was taken by personal motor vehicle (83 percent). Fourteen percent occurred by air (Table 6A).

Similar as they are to pleasure travelers, vacation travelers also reported the homes of friends and relatives as their most preferred accommodations type (47 percent). Thirty-seven percent of vacation person-trips included nights spent in commercial facilities, while eight percent camped or stayed in their RV's (Table 6B).

As mentioned before, there is considerable overlap between vacation and pleasure travel. Eighty-eight percent of all vacation person-trips were taken either to visit friends or relatives or for "other" pleasure purposes. Four percent of this group reported combination business/vacation trips. Forty-five percent of all 1982 vacation travel occurred over a weekend (Table 6C).

Most vacationers apparently make their own reservations and do not use the types of services covered in this survey. Eleven percent reported consulting a travel agent, while six percent rented a car while away from home (Table 6D).

The South reigned as the number one regional vacation destination. Twenty-four percent of all vacation person-trips were destined to The South, up from 22 percent in 1981. This region, along with The Great Lakes Country, also produced the greatest volume of vacation travel in 1982, 20 percent and 22 percent of the total, respectively (Tables 6G and 6H).

As in 1981, rural areas continued to be more popular as destinations of vacation travel than other areas of the country. Large metropolitan areas were the least popular, receiving a 22 percent share. As origins, both small and large cities produced more vacation travel than rural areas of the nation (Table 6I).

Demographics of Vacation Travelers

Vacation travelers are quite similar to travelers in general in terms of demographics, as indicated in Table L. They were younger, better educated, more affluent than the public in general, and slightly more likely to live in smaller households than travelers overall in 1982.

Great Lakes Country and Far West residents were somewhat more likely than average to take vacation trips during 1982,

Table L

Demographic Characteristics of Vacation Travelers, 1982

	Total Travelers	Vacation Travelers
INDIVIDUAL CHARACTERISTICS		
Male	51%	49%
Female	49	51
Married	66%	65%
Single/Never Married	20	22
18 - 24 years	14%	15%
25 - 44 years	48	47
45 - 64 years	27	26
65 years and over	11	12
College complete or more	33%	32%
Graduate work	12	11
Total white collar	45%	44%
Professional/managerial	18	18
HOUSEHOLD CHARACTERISTICS		
Two persons or less	49%	51%
Three persons or more	51	49
Children in household	41%	39%
Two or more wage earners	42%	45%
Own home	72%	72%
$30,000 or more annual family income	38%	36%
$40,000 or more annual family income	22	21
Own major credit cards	61%	61%
REGION OF RESIDENCE		
New England	5%	5%
Eastern Gateway	9	9
George Washington Country	10	10
The South	20	20
Great Lakes Country	22	23
Mountain West	4	4
Frontier West	15	15
Far West	14	14

while those living in the Eastern Gateway and George Washington Country region of the country took a small percentage of vacation travel than their share of population would suggest.

Weekend Travel

Weekend travel fell seven percent during 1982 from year-earlier levels. This confirms earlier findings that shorter, non-essential trips are more expendable than longer ones during an economic downturn. Overall, 238 million trips and 505 million person-trips were taken over weekends during 1982, 47 percent of all U.S. resident travel during the year (Table 1B).

Figure 5 shows that while weekend travel exceeded the 1981 level early in the year, it dropped well below year-earlier levels throughout the spring and summer months of 1982. With the exception of October, which showed an abnormal drop in weekend travel, the September-December period produced a volume of weekend person-trips equal to 1981.

Weekend travel followed the same pattern of somewhat longer distances as already noted for other types of travel. Such trips, however, were also slightly longer in terms of duration and involved somewhat larger travel parties than in 1981.

Table M: Characteristics of the Average Weekend Trip, 1982 and 1981

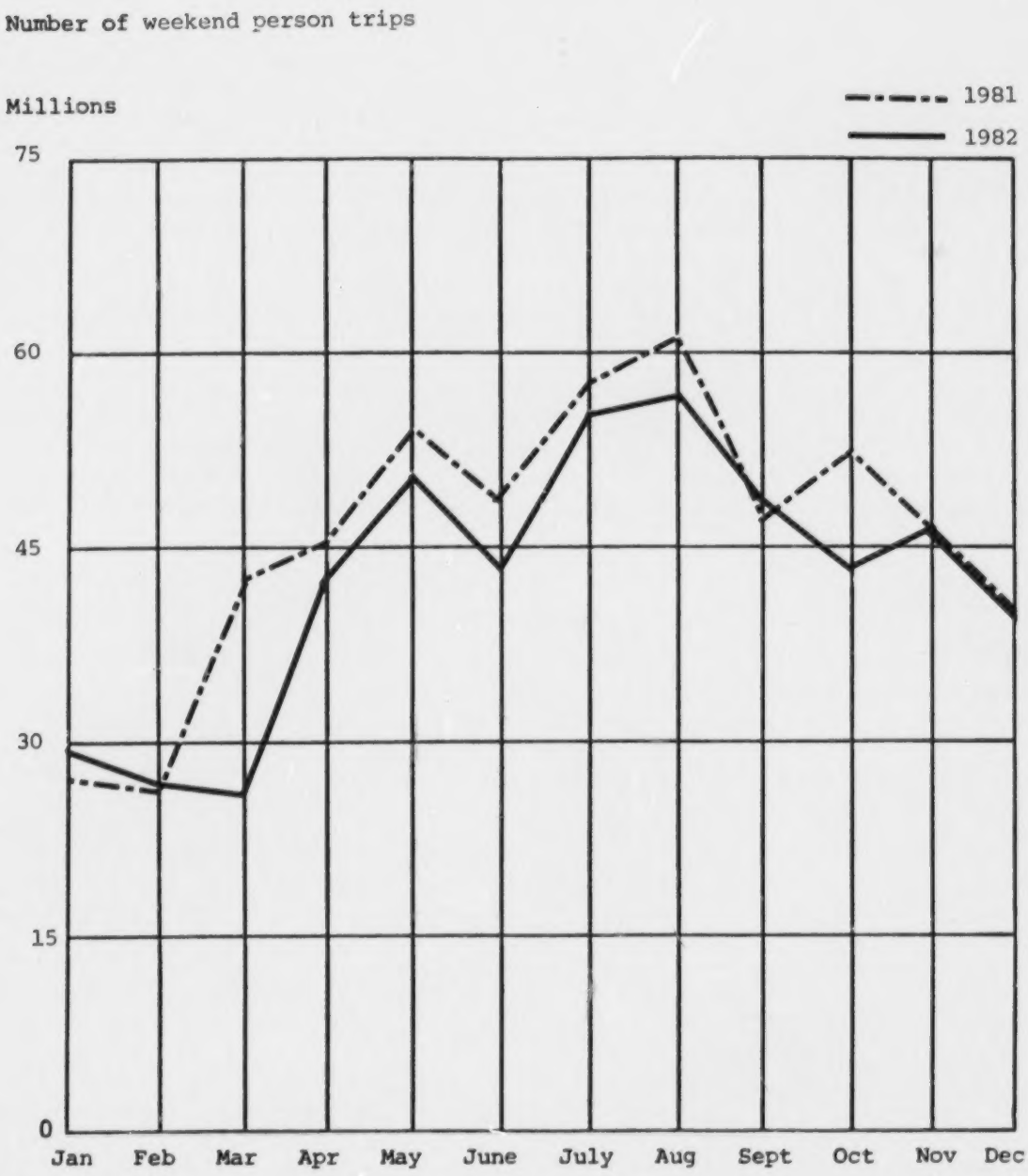
	1982	1981
Persons persons trip	2.12	2.10
Miles per trip*	530	510
Nights per trip	2.3	2.2

*Round-trip mileage for domestic travel only.

Weekend travel during 1982 understandably covered shorter-than-average distances, with more than half of all person-trips involving straight-line round-trip distances of less than 400 miles. Only eight percent of all weekend travel during the year covered 1,000 miles or more. By definition, weekend travel is shorter in duration, as well. The majority of weekend person-trips (65 percent) were trips of two-three nights, and another 23 percent were either day or one-night excursions (Tables 7A and 7B).

FIGURE 5

WEEKEND TRAVEL OFF 7% IN 1982



*A weekend person-trip is one U.S. resident taking a weekend trip to a place 100 miles or more away from home.

Source: U.S. Travel Data Center

As might be expected, personal motor vehicles clearly dominated as the number one mode of transportation for weekend travel during 1982. Ninety percent was taken by automobile, truck or recreational vehicle, while only six percent occurred by air (Table 7A).

Weekend travelers showed a moderate preference for staying with friends and relatives (49 percent), but 32 percent reported staying in commercial accommodations. Six percent camped or used their recreational vehicles on weekend trips in 1982 (Table 7B).

Pleasure-related activities prompted an overwhelming share of weekend travel. Eighty percent of all weekend travel was taken to visit friends and relatives or for "other" pleasure purposes. Only nine percent occurred for business/convention purposes. Fifty-eight percent of the total was considered vacation travel by survey respondents (Table 7C).

Not surprisingly, weekend travelers make minimal use of the travel-related services addressed by this study. Only four percent of these travelers consulted a travel agent while arranging their trip. Only three percent reported renting a car or using a package tour for weekend travel during 1982 (Table 7D).

Weekend travelers tended to visit the same regional destinations as did travelers in general and to originate from the same areas. The South continued to be the obvious leader in attracting weekend visitors and received 24 percent of the total. The South also produced more weekend travelers than any other region (Tables 7G and 7H).

Demographics of Weekend Travelers

Weekend travelers are the youngest of all traveler groups considered in this report. However, they tend to reside in somewhat larger households and are more likely to have children than travelers in general. While their reported incomes do not vary from those of travelers in general, they are more likely to be employed in white collar positions and to have two or more wage earners in the household, but are less likely to own their homes.

Their residential patterns do not differ significantly from travelers overall. As noted before, residents of the Eastern Gateway and George Washington Country regions appear less likely to travel on weekends than those living in other parts of the country, while Frontier West and Far West residents show an above average propensity to take weekend trips.

Table N

Demographic Characteristics of Weekend Travelers, 1982

	Total Travelers	Weekend Travelers
INDIVIDUAL CHARACTERISTICS		
Male	51%	50%
Female	49	50
Married	66%	64%
Single/Never Married	20	23
18 - 24 years	14%	18%
25 - 44 years	48	51
45 - 64 years	27	23
65 years and over	11	8
College complete or more	33%	31%
Graduate work	12	10
Total white collar	45%	48%
Professional/managerial	18	18
HOUSEHOLD CHARACTERISTICS		
Two persons or less	49%	45%
Three persons or more	51	55
Children in household	41%	43%
Two or more wage earners	42%	48%
Own home	72%	69%
$30,000 or more annual family income	38%	37%
$40,000 or more annual family income	22	20
Own major credit cards	61%	58%
REGION OF RESIDENCE		
New England	5%	4%
Eastern Gateway	9	9
George Washington Country	10	10
The South	20	20
Great Lakes Country	22	22
Mountain West	4	5
Frontier West	15	16
Far West	14	14

APPENDICES

APPENDIX A

TABLES OF RESULTS

Table 1A: Monthly Average Number and Percent of U.S. Adults Taking Trips, by Major Trip Characteristics, Full Year, 1982 and 1981

Trip Characteristics	U.S. Adults (Millions) 1982	U.S. Adults (Millions) 1981	Percent of U.S. Adults 1982	Percent of U.S. Adults 1981
Total population	167.4	165.1	100%	100%
Took one or more trips	39.0	42.2	23	26
Purpose of trip				
Visit friends/relatives	14.5	15.6	9	9
Other pleasure	13.6	14.6	8	9
Business/convention	6.1	6.2	4	4
Mode of transport				
Auto/truck/RV	31.3	34.4	19	21
Air	5.8	5.7	3	3
Vacation trip	22.4	25.2	13	15
Weekend trip	17.6	19.3	11	10

Source: U.S. Travel Data Center

Table 1B: Number of Trips and Person-trips for Major Trip Characteristics, Full Year, 1982 and 1981

Trip Characteristics	Trips (millions) 1982	Trips (millions) 1981	Person-trips (millions) 1982	Person-trips (millions) 1981
All trips	537.3	587.2	1,069.3	1,152.0
Purpose of trip				
Visit friends/relatives	191.3	201.3	409.8	421.0
Other pleasure	180.4	187.4	377.7	412.3
Business/convention	101.9	113.6	152.4	157.3
Modes of transport				
Auto/truck/RV	415.7	456.2	881.5	957.4
Air	94.6	99.9	144.9	144.0
Vacation trip	314.6	340.2	660.2	737.9
Weekend trip	238.4	259.0	505.3	545.7

Source: U.S. Travel Data Center

Table 1C: Percent Distribution of TOTAL Trips and Person-trips by Round-trip Distance and Mode of Transport, Full Year, 1982 and 1981

	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
Trip Distance				
200-299 miles	23%	25%	24%	27%
300-399 miles	17	16	18	16
400-599 miles	17	16	17	17
600-999 miles	14	13	14	13
1,000-1,999 miles	13	12	12	11
2,000 miles or more	10	10	9	9
Outside Contiguous U.S.	7	6	6	6
Total	100%	100%	100%	100%
Average distance (miles)**	850	830	790	770
Mode of Transportation				
Auto/truck/RV	78%	77%	82%	83%
Airplane	18	17	14	13
Bus	3	3	2	2
Train	1	1	*	1
Other	1	1	2	1
Total	100%	100%	100%	100%

*Less than 0.5 percent.
**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1D: Percent Distribution of TOTAL Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982 and 1981

	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
Trip Duration				
No nights	7%	10%	7%	10%
One night	13	14	12	14
2 to 3 nights	38	36	40	37
4 to 9 nights	30	27	29	27
10 nights or more	12	12	12	11
Total	100%	100%	100%	100%
Average duration (nights)	4.8	4.6	4.5	4.6
Type of Lodging				
Home of friends/relatives	43%	42%	45%	44%
Hotel/motel/motor hotel	39	40	36	38
Rented cabin/condo./ vacation home	3	2	3	3
Owned cabin/condo./ vacation home	3	2	3	2
Camper/RV/tent	5	5	6	6
Other	2	3	2	3
No nights	7	10	7	10

Note: Details may not add to 100% due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1E: Percent Distribution of TOTAL Trips and Person-trips by Purpose and Type of Trip, Full Year, 1982 and 1981

	Percent of Trips		Percent of Person-trips	
Purpose of Trip	1982	1981	1982	1981
Visit friends/relatives	36%	34%	39%	37%
Other pleasure	34	32	36	36
Business/convention	19	19	14	14
Other	12	15	13	13
Total	100%	100%	100%	100%
Vacation or Other Trip				
Vacation trip	58%	58%	61%	63%
Not a vacation trip	42	41	39	36
Total	100%	100%	100%	100%
Weekend or Other Trip				
Weekend trip	44%	44%	47%	47%
Not a weekend trip	56	56	52	53
Total	100%	100%	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1F: Percent Distribution of TOTAL Trips and Person-trips by Travel-Related Services, Full Year, 1982 and 1981

Travel-Related Services	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
Car Rental				
Rented a car	8%	7%	6%	6%
Did not rent a car	92	93	94	94
Package Tour				
Was a package tour	6%	6%	5%	5%
Was not a package tour	94	94	95	95
Travel Agent				
Consulted agent	12%	N/A	10%	N/A
Used for reservations	9	10	7	8
Not used for reservations	3	N/A	3	N/A
Didn't consult agent	88	N/A	90	N/A

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1G: Percent Distribution of TOTAL Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982 and 1981

	Percent of Trips		Percent of Person-trips	
Travel Party Size	1982	1981	1982	1981
One	40%	41%	20%	20%
Two	37	36	37	36
Three	11	11	17	16
Four	9	9	17	17
Five or more	3	4	8	11
Total	100%	100%	100%	100%
Travel Party Structure				
One adult without children	40%	41%	20%	20%
Two or more adults, without children	37	37	40	39
One adult with children	5	5	7	7
Two or more adults with children	18	17	33	32
Total	100%	100%	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1H: Percent Distribution of TOTAL Trips and Person-trips by Family Income and Age, Full Year, 1982 and 1981

Family Income	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
Less than $10,000	10%	5%	9%	9%
$10,000-$19,999	18	23	17	22
$20,000-$29,999	21	22	22	22
$30,000 or more	38	35	39	35
Not reported	13	15	13	12
Total	100%	100%	100%	100%

Age[1]	Percent of Person-trips	
	1982	1981
Less than 18 years[2]	19%	19%
18-24 years	12	12
25-34 years	20	20
35-44 years	17	16
45-54 years	12	14
55-64 years	12	12
65 years or older	7	7
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1I: Percent Distribution of TOTAL Trips and Person-trips by Destination Region, Full Year, 1982 and 1981

Destination Region	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
New England	3%	4%	4%	4%
Eastern Gateway	7	7	7	7
George Washington Country	9	9	9	9
The South	24	22	24	23
Great Lakes Country	15	17	15	17
Mountain West	4	4	5	4
Frontier West	17	15	18	15
Far West	14	15	14	14
Outside U.S.	6	6	5	6
Total	100%	100%	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1J: Percent Distribution of TOTAL Trips and Person-trips by Region of Trip Origin, Full Year, 1982 and 1981

Origin Region	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
New England	5%	6%	5%	6%
Eastern Gateway	8	9	8	9
George Washington Country	10	9	10	9
The South	21	19	21	19
Great Lakes Country	22	21	22	22
Mountain West	4	4	5	4
Frontier West	17	16	18	17
Far West	14	15	13	14
Total	100%	100%	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 1K: Percent Distribution of TOTAL Trips and Person-trips by Area of Destination and Residence, Full Year, 1982 and 1981

	Percent of Trips		Percent of Person-trips	
	1982	1981	1982	1981
Destination Area				
Large SMSA	27%	28%	25%	25%
Small SMSA	33	31	32	31
Not an SMSA	34	35	37	37
Outside U.S.	6	6	6	6
Total	100%	100%	100%	100%
Area of Residence				
Large SMSA	35%	37%	33%	36%
Small SMSA	38	36	38	35
Not an SMSA	27	28	28	29
Total	100%	100%	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: Full Year, 1982 - 537.3 million trips,
1,069.3 million person-trips;
Full Year, 1981 - 587.2 million trips,
1,152.0 million person-trips.

Table 2A: Percent Distribution of AIR Trips and Person-trips by Round-trip Distance, Full Year, 1982

Trip Distance	Percent of Trips	Percent of Person-trips
200-299 miles	1%	2%
300-399 miles	3	3
400-599 miles	8	7
600-999 miles	14	13
1,000-1,999 miles	23	23
2,000 miles or more	34	36
Outside Contiguous U.S.	17	17
Total	100%	100%
Average distance**	1,950 miles	1,960 miles

**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips;

Table 2B: Percent Distribution of AIR Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982

Trip Duration	Percent of Trips	Percent of Person-trips
No nights	3%	3%
One night	7	5
2 to 3 nights	27	25
4 to 9 nights	39	42
10 nights or more	25	25
Total	100%	100%
Average duration	7.6 nights	7.6 nights
Type of Lodging		
Home of friends/relatives	39%	42%
Hotel/motel/motor hotel	56	54
Rented cabin/condo./ vacation home	3	4
Owned cabin/condo./ vacation home	1	2
Camper/RV/tent	0	1
Other	1	2
No nights	3	3

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 2C: Percent Distribution of AIR Trips and Person-trips by Purpose and Type of Trip, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Purpose of Trip		
Visit friends/relatives	28%	31%
Other pleasure	24	28
Business/convention	37	31
Other	12	11
Total	100%	100%
Vacation or Other Trip		
Vacation trip	56%	62%
Not a vacation trip	44	38
Total	100%	100%
Weekend or Other Trip		
Weekend trip	19%	21%
Not a weekend trip	81	79
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips;

Table 2D: Percent Distribution of AIR Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	33%	34%
Did not rent a car	67	66
Package Tour		
Was a package tour	14	14
Was not a package tour	86	86
Travel Agent		
Consulted agent	47%	47%
Used for reservations	37	37
Not used for reservations	9	9
Didn't consult agent	53	53

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips;

Table 2E: Percent Distribution of AIR Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Travel Party Size		
One	61%	40%
Two	29	38
Three	6	9
Four	4	10
Five or more	1	3
Total	100%	100%
Travel Party Structure		
One adult without children	61%	40%
Two or more adults, without children	29	38
One adult with children	3	5
Two or more adults with children	7	17
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 2F: Percent Distribution of AIR Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	6%	4%
$10,000-$19,999	14	14
$20,000-$29,999	16	16
$30,000 or more	54	52
Not reported	10	14
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	10%
18-24 years	9
25-34 years	23
35-44 years	22
45-54 years	17
55-64 years	11
65 years or older	8
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 2G: Percent Distribution of AIR Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	3%	2%
Eastern Gateway	7	6
George Washington Country	6	5
The South	20	21
Great Lakes Country	8	8
Mountain West	4	5
Frontier West	15	15
Far West	20	21
Outside U.S.	17	17
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 2H: Percent Distribution of AIR Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	4%	5%
Eastern Gateway	11	10
George Washington Country	10	10
The South	21	20
Great Lakes Country	18	18
Mountain West	4	5
Frontier West	18	19
Far West	15	15
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 2I: Percent Distribution of AIR Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Destination Area		
Large SMSA	43%	42%
Small SMSA	29	30
Not an SMSA	9	11
Outside U.S.	17	17
Total	100%	100%
Area of Residence		
Large SMSA	51%	52%
Small SMSA	32	33
Not an SMSA	17	15
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 94.6 million air trips,
144.9 million air person-trips.

Table 3A: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Round-trip Distance, Full Year, 1982

Trip Distance	Percent of Trips	Percent of Person-trips
200-299 miles	28%	27%
300-399 miles	20	21
400-599 miles	19	19
600-999 miles	15	15
1,000-1,999 miles	10	10
2,000 miles or more	4	4
Outside Contiguous U.S.	4	4
Total	100%	100%
Average distance**	630 miles	640 miles

**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3B: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Duration		
No nights	8%	8%
One night	14	14
2 to 3 nights	41	42
4 to 9 nights	28	27
10 nights or more	9	9
Total	100%	100%
Average duration	4.2 nights	4.0 nights
Type of Lodging		
Home of friends/relatives	46%	47%
Hotel/motel/motor hotel	35	34
Rented cabin/condo./ vacation home	3	3
Owned cabin/condo./ vacation home	3	3
Camper/RV/tent	7	7
Other	2	1
No nights	8	8

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3C: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Purpose and Type of Trip, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Purpose of Trip		
Visit friends/relatives	38%	39%
Other pleasure	35	37
Business/convertion	16	12
Other	12	13
Total	100%	100%
Vacation or Other Trip		
Vacation trip	58%	61%
Not a vacation trip	41	39
Total	100%	100%
Weekend or Other Trip		
Weekend trip	51%	52%
Not a weekend trip	49	47
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3D: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	3%	2%
Did not rent a car	97	98
Package Tour		
Was a package tour	3%	2%
Was not a package tour	97	98
Travel Agent		
Consulted agent	3%	3%
Used for reservations	2	2
Not used for reservations	1	1
Didn't consult agent	97	97

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3E: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

Travel Party Size	Percent of Trips	Percent of Person-trips
One	34%	16%
Two	39	37
Three	13	19
Four	10	19
Five or more	4	10
Total	100%	100%
Travel Party Structure		
One adult without children	34%	16%
Two or more adults, without children	39	39
One adult with children	6	8
Two or more adults with children	20	36
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3F: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	11%	9%
$10,000-$19,999	19	18
$20,000-$29,999	23	24
$30,000 or more	36	37
Not reported	11	12
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	20%
18-24 years	13
25-34 years	20
35-44 years	17
45-54 years	12
55-64 years	12
65 years or older	7
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3G: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	4%	4%
Eastern Gateway	6	6
George Washington Country	10	10
The South	25	24
Great Lakes Country	16	16
Mountain West	5	5
Frontier West	18	19
Far West	13	13
Outside U.S.	3	3
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3H: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	4%	5%
Eastern Gateway	7	7
George Washington Country	9	9
The South	21	21
Great Lakes Country	22	22
Mountain West	4	4
Frontier West	18	19
Far West	14	13
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 3I: Percent Distribution of AUTO/TRUCK/RV Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Destination Area		
Large SMSA	23%	22%
Small SMSA	33	32
Not an SMSA	40	43
Outside U.S.	3	3
Total	100%	100%
Area of Residence		
Large SMSA	30%	30%
Small SMSA	39	39
Not an SMSA	30	31
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 415.7 million auto/truck/RV trips,
881.5 million auto/truck/RV person-trips.

Table 4A: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Round-trip Distance and Mode of Transport, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Distance		
200-299 miles	21%	21%
300-399 miles	14	15
400-599 miles	17	17
600-999 miles	15	14
1,000-1,999 miles	15	15
2,000 miles or more	14	13
Outside contiguous U.S.	5	5
Total	100%	100%
Average distance**	1,050 miles	1,000 miles
Mode of Transportation		
Auto/truck/RV	64%	69%
Airplane	35	29
Bus	1	1
Train	*	1
Other	1	1
Total	100%	100%

*Less than 0.5 percent.
**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4B: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Duration		
No nights	8%	6%
One night	19	19
2 to 3 nights	37	37
4 to 9 nights	28	28
10 nights or more	9	10
Total	100%	100%
Average duration	4.1 nights	4.1 nights
Type of Lodging		
Home of friends/relatives	18%	21%
Hotel/motel/motor hotel	68	67
Rented cabin/condo./ vacation home	1	2
Owned cabin/condo./ vacation home	1	2
Camper/RV/tent	1	3
Other	3	4
No nights	8	6

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4C: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Type of Trip, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Vacation or Other Trip		
Vacation trip	14%	19%
Not a vacation trip	86	80
Total	100%	100%
Weekend or Other Trip		
Weekend trip	23%	28%
Not a weekend trip	77	72
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4D: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	21%	17%
Did not rent a car	79	83
Package Tour		
Was a package tour	13%	11%
Was not a package tour	87	89
Travel Agent		
Consulted agent	21%	18%
Used for reservations	17	14
Not used for reservations	4	3
Didn't consult agent	79	82

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4E: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Travel Party Size		
One	64%	42%
Two	28	37
Three	4	9
Four	3	8
Five or more	1	4
Total	100%	100%
Travel Party Structure		
One adult without children	64%	42%
Two or more adults, without children	27	38
One adult with children	4	5
Two or more adults with children	5	14
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4F: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	6%	5%
$10,000-$19,999	12	10
$20,000-$29,999	18	17
$30,000 or more	56	57
Not reported	8	11
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	8%
18-24 years	9
25-34 years	24
35-44 years	24
45-54 years	17
55-64 years	13
65 years or older	4
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4G: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	1%	2%
Eastern Gateway	5	4
George Washington Country	9	9
The South	23	23
Great Lakes Country	17	16
Mountain West	4	4
Frontier West	19	21
Far West	17	15
Outside U.S.	5	5
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4H: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	3%	3%
Eastern Gateway	8	8
George Washington Country	8	8
The South	24	22
Great Lakes Country	21	21
Mountain West	4	4
Frontier West	18	20
Far West	15	15
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 4I: Percent Distribution of BUSINESS/CONVENTION Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Destination Area		
Large SMSA	42%	38%
Small SMSA	29	30
Not an SMSA	23	27
Outside U.S.	5	5
Total	100%	100%
Area of Residence		
Large SMSA	33%	32%
Small SMSA	40	40
Not an SMSA	28	28
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 101.9 million business/convention trips,
152.4 million business/convention person-trips.

Table 5A: Percent Distribution of PLEASURE Trips and Person-trips by Round-trip Distance and Mode of Transport, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Distance		
200-299 miles	24%	24%
300-399 miles	17	18
400-599 miles	16	17
600-999 miles	14	14
1,000-1,999 miles	13	12
2,000 miles or more	9	8
Outside Contiguous U.S.	7	7
Total	100%	100%
Average distance**	820 miles	770 miles
Mode of Transportation		
Auto/truck/RV	82%	86%
Airplane	14	11
Bus	3	2
Train	1	1
Other	1	1
Total	100%	100%

**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5B: Percent Distribution of PLEASURE Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Duration		
No nights	6%	6%
One night	11	12
2 to 3 nights	39	40
4 to 9 nights	31	30
10 nights or more	14	12
Total	100%	100%
Average duration	5.1 nights	4.6 nights
Type of Lodging		
Home of friends/relatives	50%	50%
Hotel/motel/motor hotel	32	31
Rented cabin/condo./ vacation home	3	3
Owned cabin/condo./ vacation home	3	3
Camper/RV/tent	7	7
Other	2	1
No nights	6	6

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5C: Percent Distribution of PLEASURE Trips and Person-trips by Type of Trip, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Vacation or Other Trip		
Vacation trip	73%	72%
Not a vacation trip	27	28
Total	100%	100%
Weekend or Other Trip		
Weekend trip	50%	52%
Not a weekend trip	50	48
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5D: Percent Distribution of PLEASURE Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	5%	4%
Did not rent a car	95	96
Package Tour		
Was a package tour	5%	4%
Was not a package tour	95	96
Travel Agent		
Consulted agent	10%	8%
Used for reservations	7	6
Not used for reservations	3	2
Didn't consult agent	90	92

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5E: Percent Distribution of PLEASURE Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

Travel Party Size	Percent of Trips	Percent of Person-trips
One	34%	16%
Two	39	37
Three	13	18
Four	10	20
Five or more	4	10
Total	100%	100%
Travel Party Structure		
One adult without children	34%	16%
Two or more adults, without children	39	40
One adult with children	6	8
Two or more adults with children	21	37
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5F: Percent Distribution of PLEASURE Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	11%	9%
$10,000-$19,999	21	19
$20,000-$29,999	23	23
$30,000 or more	34	36
Not reported	11	13
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	21%
18-24 years	13
25-34 years	20
35-44 years	16
45-54 years	11
55-64 years	12
65 years or older	8
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5G: Percent Distribution of PLEASURE Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	4%	4%
Eastern Gateway	8	6
George Washington Country	9	9
The South	23	23
Great Lakes Country	15	15
Mountain West	5	5
Frontier West	17	18
Far West	14	14
Outside U.S.	6	7
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5H: Percent Distribution of PLEASURE Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	5%	5%
Eastern Gateway	8	7
George Washington Country	10	11
The South	20	20
Great Lakes Country	22	22
Mountain West	5	5
Frontier West	17	18
Far West	13	13
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 5I: Percent Distribution of PLEASURE Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Destination Area		
Large SMSA	27%	22%
Small SMSA	34	31
Not an SMSA	32	40
Outside U.S.	6	7
Total	100%	100%
Area of Residence		
Large SMSA	35%	33%
Small SMSA	38	39
Not an SMSA	27	28
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 371.7 million pleasure trips,
787.5 million pleasure person-trips.

Table 6A: Percent Distribution of VACATION Trips and Person-trips by Round-trip Distance and Mode of Transport, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Distance		
200-299 miles	19%	20%
300-399 miles	15	17
400-599 miles	16	17
600-999 miles	16	16
1,000-1,999 miles	14	13
2,000 miles or more	11	10
Outside Contiguous U.S.	8	8
Total	100%	100%
Average distance**	910 miles	860 miles
Mode of Transportation		
Auto/truck/RV	78%	83%
Airplane	17	14
Bus	3	2
Train	1	1
Other	2	1
Total	100%	100%

**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6B: Percent Distribution of VACATION Trips and Person-trips by Duration of Trip and Type of Lodging, Full Year, 1982

Trip Duration	Percent of Trips	Percent of Person-trips
No nights	3%	3%
One night	9	8
2 to 3 nights	35	36
4 to 9 nights	37	37
10 nights or more	16	16
Total	100%	100%
Average duration	5.7 nights	5.3 nights
Type of Lodging		
Home of friends/relatives	48%	47%
Hotel/motel/motor hotel	37	37
Rented cabin/condo./ vacation home	3	4
Owned cabin/condo./ vacation home	3	4
Camper/RV/tent	7	8
Other	2	2
No nights	3	3

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6C: Percent Distribution of VACATION Trips and Person-trips by Purpose and Type of Trip, Full Year, 1982

Purpose of Trip	Percent of Trips	Percent of Person-trips
Visit friends/relatives	41%	41%
Other pleasure	47	47
Business/convention	5	4
Other	7	9
Total	100%	100%
Weekend or Other Trip		
Weekend trip	45%	45%
Not a weekend trip	55	54
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6D: Percent Distribution of VACATION Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	7%	6%
Did not rent a car	93	94
Package Tour		
Was a package tour	6%	4%
Was not a package tour	94	96
Travel Agent		
Consulted agent	13%	11%
Used for reservations	9	8
Not used for reservations	3	2
Didn't consult agent	87	89

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6E: Percent Distribution of VACATION Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Travel Party Size		
One	34%	16%
Two	40	38
Three	12	17
Four	10	19
Five or more	4	10
Total	100%	100%
Travel Party Structure		
One adult without children	34%	16%
Two or more adults, without children	40	40
One adult with children	6	7
Two or more adults with children	20	35
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6F: Percent Distribution of VACATION Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	11%	8%
$10,000-$19,999	19	18
$20,000-$29,999	23	23
$30,000 or more	33	35
Not reported	14	16
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	20%
18-24 years	13
25-34 years	19
35-44 years	16
45-54 years	11
55-64 years	12
65 years or older	8
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6G: Percent Distribution of VACATION Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	4%	4%
Eastern Gateway	7	7
George Washington Country	9	9
The South	24	24
Great Lakes Country	14	14
Mountain West	6	5
Frontier West	15	16
Far West	15	15
Outside U.S.	7	7
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6H: Percent Distribution of VACATION Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	5%	5%
Eastern Gateway	9	8
George Washington Country	10	10
The South	20	20
Great Lakes Country	22	22
Mountain West	4	5
Frontier West	15	17
Far West	14	14
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 6I: Percent Distribution of VACATION Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

Destination Area	Percent of Trips	Percent of Person-trips
Large SMSA	23%	22%
Small SMSA	34	32
Not an SMSA	35	38
Outside U.S.	7	7
Total	100%	100%
Area of Residence		
Large SMSA	37%	35%
Small SMSA	37	38
Not an SMSA	26	27
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 314.6 million vacation trips,
660.2 million vacation person-trips.

Table 7A: Percent Distribution of WEEKEND Trips and Person-trips by Round-trip Distance and Mode of Transport, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Trip Distance		
200-299 miles	29%	28%
300-399 miles	23	25
400-599 miles	21	22
600-999 miles	14	13
1,000-1,999 miles	7	6
2,000 miles or more	2	2
Outside Contiguous U.S.	3	3
Total	100%	100%
Average distance**	540 miles	530 miles
Mode of Transportation		
Auto/truck/RV	88%	90%
Airplane	8	6
Bus	2	2
Train	1	1
Other	1	1
Total	100%	100%

**Round-trip distance for domestic travel only.
Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7B: Percent Distribution of WEEKEND Trips and Person-trips by Duration of Trip and Type of Lodging, Fourth Quarter, 1982

	Percent of Trips	Percent of Person-trips
Trip Duration		
No nights	6%	6%
One night	17	17
2 to 3 nights	64	65
4 to 9 nights	14	13
10 nights or more	0	0
Total	100%	100%
Average duration	2.3 nights	2.3 nights
Type of Lodging		
Home of friends/relatives	49%	49%
Hotel/motel/motor hotel	34	32
Rented cabin/condo./ vacation home	2	3
Owned cabin/condo./ vacation home	3	3
Camper/RV/tent	5	6
Other	3	1
No nights	6	6

Note: Details may not add to total due to rounding or multiple responses.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7C: Percent Distribution of WEEKEND Trips and Person-trips by Purpose and Type of Trip, Full Year, 1982

Purpose of Trip	Percent of Trips	Percent of Person-trips
Visit friends/relatives	43%	44%
Other pleasure	36	36
Business/convention	10	9
Other	12	12
Total	100%	100%
Vacation or Other Trip		
Vacation trip	58%	58%
Not a vacation trip	42	42
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7D: Percent Distribution of WEEKEND Trips and Person-trips by Travel-Related Services, Full Year, 1982

Travel-Related Services	Percent of Trips	Percent of Person-trips
Car Rental		
Rented a car	4%	3%
Did not rent a car	96	97
Package Tour		
Was a package tour	4%	3%
Was not a package tour	96	97
Travel Agent		
Consulted agent	5%	4%
Used for reservations	3	3
Not used for reservations	2	1
Didn't consult agent	95	96

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7E: Percent Distribution of WEEKEND Trips and Person-trips by Travel Party Size and Structure, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Travel Party Size		
One	33%	16%
Two	38	36
Three	15	22
Four	9	17
Five or more	4	10
Total	100%	100%
Travel Party Structure		
One adult without children	33%	16%
Two or more adults, without children	39	39
One adult with children	6	8
Two or more adults with children	20	36
Total	100%	100%

Note: Details may not to totals due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7F: Percent Distribution of WEEKEND Trips and Person-trips by Family Income and Age, Full Year, 1982

Family Income	Percent of Trips	Percent of Person-trips
Less than $10,000	9%	7%
$10,000-$19,999	20	18
$20,000-$29,999	21	22
$30,000 or more	38	39
Not reported	12	14
Total	100%	100%

Age[1]	Percent of Person-trips
Less than 18 years[2]	20%
18-24 years	15
25-34 years	22
35-44 years	17
45-54 years	11
55-64 years	11
65 years or older	5
Total	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

[1]This is the age of each traveler on the trip and, therefore, is appropriate on the person-trip level only.

[2]Does not include those under 18 traveling alone.

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7G: Percent Distribution of WEEKEND Trips and Person-trips by Destination Region, Full Year, 1982

Destination Region	Percent of Trips	Percent of Person-trips
New England	4%	3%
Eastern Gateway	8	7
George Washington Country	9	9
The South	24	24
Great Lakes Country	17	16
Mountain West	4	5
Frontier West	18	20
Far West	14	13
Outside U.S.	2	2
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7H: Percent Distribution of WEEKEND Trips and Person-trips by Region of Trip Origin, Full Year, 1982

Origin Region	Percent of Trips	Percent of Person-trips
New England	4%	4%
Eastern Gateway	8	7
George Washington Country	9	9
The South	22	22
Great Lakes Country	20	21
Mountain West	5	5
Frontier West	17	18
Far West	14	14
Total	100%	100%

Note: Details may not add to total due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

Table 7I: Percent Distribution of WEEKEND Trips and Person-trips by Area of Destination and Residence, Full Year, 1982

	Percent of Trips	Percent of Person-trips
Destination Area		
Large SMSA	25%	23%
Small SMSA	33	32
Not an SMSA	40	43
Outside U.S.	2	2
Total	100%	100%
Area of Residence		
Large SMSA	34%	32%
Small SMSA	38	37
Not an SMSA	29	30
Total	100%	100%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Base: 238.4 million weekend trips,
505.3 million weekend person-trips.

APPENDIX B
GLOSSARY OF TERMS

Air Trip. Any trip where the one type of transportation used to cover most of the miles on that trip was given as "airplane."

Area of Residence. See "Geographic Residence/Destination."

Auto/Truck/RV Trip. Any trip where the one type of transportation use to cover most of the miles on that trip was given as "auto or truck without camping equipment," "auto or truck with camper trailer or camping equipment," or "self-contained recreational vehicle (live-in camper."

Business/Convention Trip. Any tri where the purpose of the trip was given as "business" or "convention, seminar, meeting."

Destination. The place given by the respondent as the destination of the trip in answer to the question, "Thinking of this trip, what is the name of the destination or farthest place you reached on that trip?"

Destination Area. See "Geographic Residence/Destination."

Destination Region. See "Travel Region."

Distance. See "Trip Distance."

Duration. See "Trip Duration."

Eastern Gateway. The geographic area of the U.S. comprising the states of New Jersey and New York.

Family. A "family" includes the household head and all relatives who are currently members of the household.

Family Income. The total combined income of the family for the "last 12 months." This includes income from all sources such as wages and salaries, net income from own business or farm, social security, pensions, dividends, interest, rent and other money income.

Far West. The geographic area of the U.S. comprising the states of Alaska (as a destination), California, Idaho, Nevada, Oregon, and Washington.

Frontier West. The geographic area of the U.S. comprising the states of Arizona, Kansas, Missouri, New Mexico, Oklahoma, and Texas.

Geographic Residence/Destination. Information on the geographic are of residence of the respondent and the trip destination is classified according to the following three categories: (1) In a Standard Metropolitan Statistical Area (SMSA) of one million population or more (Large SMSA), (2) In a SMSA of less than one million population (Small SMSA), and (3) Not in an SMSA.

The metropolitan population reflects those areas classified as SMSA's by the Bureau of the Census as of January 1, 1978. The classification of an SMSA by population size is based on 1980 population estimates derived from the Bureau of Census.

George Washington Country. The geographic area of the U.S. comprising the states of Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

Great Lakes Country. The geographic area of the U.S. comprising the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin.

Household. A "household" comprises all persons who occupy a "housing unit," that is, a house, an apartment, or other group of rooms, or a room that constitutes separate living quarters.

Mode of Transport. Each trip is classified by the respondent according to the primary mode of transportation in answer to the question, "What was the one type of transportation used to cover most of the miles on this trip?" The survey gathered data by eight classifications: (1) Auto or truck without camping equipment, (2) Auto or truck with camper trailer or camping equipment, (3) Self contained recreational vehicle (Live-in trailer), (4) Airplane, (5) Bus, (6) Train, (7) Ship or boat, and (8) Other.

In this report, the transportation means have been combined into Auto/truck/rv, Airplane, Bus, Train, and Other.

Mountain West. The geographic area of the U.S. comprising the states of Colorado, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming.

New England. The geograhpic area of the U.S. comprising the states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Origin Region. See "Travel Region."

Other Pleasure Trip. Any trip where the purpose of the trip was given as "outdoor recreation (hunting, fishing, boating, camping)" or "entertainment (sightseeing, theater, sports)."

Outside the U.S. The geographic are comprising all foreign destinations, excluding the contiguous U.S., Alaska, and Hawaii.

Person-Trip. This is a person on a trip. If one person reported three different trips, his/her travel is counted as three trips and three person-trips. If three persons from a household go together on one trip, their travel is counted as one trip and three person-trips.

Pleasure Trip. Any trip where the purpose of the trip was given as "visit friends and relatives," "outdoor recreation (hunting, fishing, boating, camping)" or "entertainment sightseeing, theater, sports)."

Purpose of Trip. The respondent was asked to identify for each trip reported the "main reason for this trip." Responses were classified as follows: (1) Visit friends and relatives, (2) Convention, seminar, meeting, (3) Business, (4) Outdoor recreation (hunting, fishing, boating, camping), (5) Entertainment (sightseeing, theater, sports), (6) Personal, family (medical, funeral, wedding), and (7) Other.

The main purpose for the trip was ascribed to each person on the trip. If a trip was taken by the respondent and two other people traveling with him/her to visit friends and relatives, three person-trips were counted for this purpose. Similarly, if the trip had been primarily for business, three person-trips were counted for business.

In this report, travel for "convention, seminar, meeting," and "business" has been combined, travel for "outdoor recreation," and "entertainment" has been grouped together under "other pleasure," and "pleasure" travel includes "visit friends and relatives" and "other pleasure."

Respondent. This is the person completing the telephone interview.

SMSA. See "Standard Metropolitan Statistical Area."

South. The geographic area of the U.S. comprising the states of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

Standard Metropolitan Statistical Area. A Standard Metropolitan Statistical Area (SMSA) is an integrated economic and social unit with a large population nucleus. Each SMSA consists of one or more counties meeting standards of population and metroploitan character, except in New England where towns and cities rather tahn counties are the basic geographic units.

Straight-Line Miles. This is a "great circle" distance approximation using arithmetically derived coordinates (based upon longitude and latitude) and the Pythagorean Theorom. Straigt-line miles are calculated by computer program and adjusted to trip distance for presentation in this report. See "Trip Distance."

Travel Party Size. The travel party for each trip is categorized into one of several groups depending upon the number of houshold members who went on that trip.

Travel Party Structure. The travel party for each trip is categorized into one of several groups depending upon the age and number of family members who went on that trip.

Travel Region. The travel region classification follows an industry standard advanced by the Travel Industry Association of America, formerly Discover America Travel Organizations (DATO), and the U.S. Travel and Tourism Administration, formerly United States Travel Service (USTS), with two exceptions. In this report, Alaska and Hawaii are placed with the "outside the U.S." destinations and do not appear in any origin region since interviews are only conducted in the contiguous U.S. For the state comprising each region, see the individual region listing in the glossary.

Trip. A trip is defined as each time a person goes to a place at least 100 miles away from home and returns. The following types of trips were specifically excluded: (1) travel as part of an operation crew on a train, airplane, truck, bus or ship, (2) commuting to a place of work, and (3) student trips to or from school.

Trip. (Continued)

In this survey, respondents are asked to report all trips of 75 miles or more, one-way, taken during the month immediately preceding the interview. Those trips subsequently calculated to be less than 100 miles in one-way, straight-line distance are excluded from the estimates of trips. This is done in an effort to minimize failure to report trips of 100 miles or more due to respondents error in recall.

Trip Distance. Trip distance in this report are reported in terms of round-trip miles. Round-trip miles are twice the calculated one-way straight-line miles from origin to destination. See "Straight-line Miles."

Trip Duration. This is the number of nights spent away from home on one trip. This includes nights spent at the destination and enroute. It is possible for a trip not to involve an overnight away from home if the traveler took a trip of 100 miles or more and returned home the same day.

Type of Lodging. Information was gathered on seven types of lodging categories: (1) homes of friends and relatives, (2) hotel, motels, motor hotels and tourist courts, (3) rented cabins, condominiums and vacation homes, (4) owned cabins, condominiumns and vacation homes, (5) campers, trailers, recreational vehicles, and tents, (6) enroute, for example nights spent in a common carrier, and (7) other. The "other" category published in this report includes "enroute" and "other."

Vacation Trip. Vacation was considered to be an occasion when trips are taken, but was not listed as a purpose or reason for travel. The respondent was asked for each trip reported, "Was this a vacation trip?"

Vacation Trip Intentions. Every respondent was asked, "Do you intend to take a vacation trip during the next six months?"

Visit Friends and Relatives Trip. Any trip where the purpose of the trip was to "visit friends and/or relatives."

Weekend Trip. Each trip was classified as to whether it was a weekend trip by asking the respondents, "Was this a weekend or long weekend trip?" for each trip reported.

APPENDIX C
NATIONAL TRAVEL SURVEY METHODOLOGY

The National Travel Survey is based upon data collected each month by telephone interview from a national probability sample of 1,400 adults (age 18+) representing the total adults, civilian, non-institutional population of the contiguous United States.

For this study, RL Associates of Princeton, New Jersey, uses its National Telephone Probability Sample. The sample design is a two-stage, internally replicated, national probability sample. A new sample is drawn each month for use in the survey.

To construct the sample, the entire country is divided into sixteen strata consisting respectively of Standard Metropolitan Statistical Areas (SMSA's) and non-SMSA areas in each of the eight United States travel regions (see Glossary of Terms). The eight SMSA areas correspond to U.S. Bureau of the Census definitions.

For each travel region, the SMSA's are arrayed in order from largest population to the smallest. A separate systematic random sample is then taken for each of the travel regions. The sampling units are counties and then minor civil divisions within counties.

All the counties or independent cities in a travel region not included in one of the SMSA areas are arrayed as follows: the states in each region are arrayed from north to south and east to west. Within each state, the counties are listed alphabetically. Separate systematic random samples within each travel region are then utilized to select first counties and then minor civil divisions (i.e., towns, townships, census divisions, etc.).

A total of 350 sampling units are chosen overall. This actually consists of seven separate matched samples, each consisting of 50 sampling units. Each of these seven matched samples is itself a national probability sample. This use of seven matched samples or internal replicates allows one to obtain data-based estimates of sampling error utilizing the well-known procedures developed by Professor John Tukey.

For each of the 350 minor civil divisions (MCD's) selected, the actual sampling point is defined as the largest telephone book containing the MCD. Since each minor civil division in the United States has a chance of selection just proportional to its population, and since each minor civil division is associated with one and only one telephone book, each telephone book has a probability of selection proportional to the number of people living in the minor civil division it covers.

An equal number of telephone numbers are selected from each telephone book in such a way that every number listed in the book has an equal chance of being selected. These numbers form a base for the sample, but since they are all listed numbers, they are not used for actual calling. Rather, a random digit is systematically added to the listed numbers selected so as to give a random sample of both listed and unlisted numbers. This takes advantage of the fact that unlisted numbers are randomly distributed over all telephone numbers.

The procedure gives every telephone household a known (and approximately equal) chance of selection into the sample. To extend the sampling procedure to individuals, a systematic random respondent selection prodedure is required. In this sample, potentially heavier travelers within households are over-sampled. In projecting results, an unequal probability of selection of individuals is corrected by weighting all respondents where the weight given each individual is inversely proportional to the probability of selection of the individual. Such weighting is used to correct for the limitation of one respondent per household in order to give a more accurate count of all trips taken and to correct for unequal probabilities of selection within the household. Weighting is also done when necessary by demographic factors to compensate for any random variation in response.

A national probability sample of at least 1,400 U.S. adults (age 18+) is contacted by telephone each month. Each respondent is asked about all trips of 75 miles or more, one-way, he or she took during the month immediately preceding the interview. Those trips subsequently calculated to be less than 100 miles in one-way, straight-line distance are excluded from the estimates of trips.

In addition, all travelers are asked to provide demographic informa-tion, and to answer questions concerning vacation travel intentions. These questions are also asked of a random sample of the non-travelers sufficient to bring the total number of completed interviews up to a minimum of 1,000.

Accuracy of Absolute Estimates

Comparison of various estimates from these surveys with the limited number of consistent data from independent sources suggests that the National Travel Survey (NTS) may consistently overestimate the number of trips American adults take each month. This overestimate drives the estimates of person-trips, person-nights and person-miles too high as well, these latter measures being based on the absolute number of trips estimated each month.

Detailed investigations of potential sources of this bias have not uncovered the causes, nor have they revealed how a monthly travel survey can be modified to eliminate them. The lack of independent estimates of the number of Americans traveling away from home each month or the number of trips they take have prevented us from quantifying any bias that may exist.

The possible overestimation of monthly trips and number of Americans traveling appears to be consistent over time. Moreover, the difficulty in quantifying volume of travel does not appear to affect the per-trip averages, such as travel party size, nights per trip or miles per trip, derived from the monthly surveys.

Consequently, we believe that the NTS monthly series is an excellent guide to changes in the level of travel activity, and to changes in the characteristics of travelers and the trips that they take. It can provide reliable and unique insights into how travel markets adjust to energy, economic and social influences over time.

We invite users to share their experiences in using these data with us, to help determine sources of bias in the NTS and how such bias may be corrected.

APPENDIX D

NATIONAL TRAVEL SURVEY QUESTIONNAIRE

TIME INTERVIEW BEGUN _____ FORM A

LOCATION NUMBER _____ TELEPHONE: _____ _____

Hello, my name is _____ and I am calling for the United States Travel Data Center. We are conducting a study to learn how often people in the United States take trips.

I'd like to begin by asking how many adults, age 18 and over, live in this household? _____ ADULTS

FOR EACH ADULT, ASK:

What is the sex of the oldest adult?	1 MALE	2 FEMALE
What is the sex of the next oldest adult?	1 MALE	2 FEMALE
CONTINUE FOR EACH ADULT IN HOUSEHOLD	1 MALE	2 FEMALE
	1 MALE	2 FEMALE

IF MORE THAN FOUR ADULTS OVER AGE 18 IN HOUSEHOLD, DISCONTINUE INTERVIEW. DO NOT COUNT TOWARD QUOTA.

2. How many children under age 18 live in this household? _____

3. Did you take any trips away from home of 75 miles or more, ONE WAY, since January 1, 1982? Do not include trips taken in regular commuting to and from work or school, or trips taken as a stewardess or vehicle operator. 1 YES 2 NO

4. Did you take any trips away from home of 75 miles or more, ONE WAY, away from home between June 1 and June 30, 1982? Include trips that may have started in May but ended after June 1. 1 YES 2 NO

IF "YES", ASK:

5. How many trips of 75 miles or more, ONE-WAY have you taken away from home since June 1, 1982? _____

INTERVIEWER: CONTINUE ON NEXT PAGE TO OBTAIN TRIP DESCRIPTION. FILL OUT PAGES 2 AND 3 FOR EVERY TRIP TAKEN (Q.5). ABOVE.

TRIP #_____ ( ) IDENTICAL TO TRIP #1

6. Thinking of your FIRST TRIP in June, how many other members of your household, if any, went with you on this trip?

_____HOUSEHOLD MEMBERS
IF NONE, GO TO Q7, BELOW

IF ANY OTHER HOUSEHOLD MEMBERS WENT ALONG, ASK:

6a. Please give me the age and sex of each household member who went with you on that trip:

PERSON #1	_____YEARS	1 MALE	2 FEMALE
PERSON #2	_____YEARS	1 MALE	2 FEMALE
PERSON #3	_____YEARS	1 MALE	2 FEMALE
PERSON #4	_____YEARS	1 MALE	2 FEMALE
PERSON #5	_____YEARS	1 MALE	2 FEMALE

7. Thinking of the entire trip, what was the total number of NIGHTS that you spent away from home?

_____NIGHTS
IF NONE, GO TO Q11, BELOW

IF ANY NIGHTS SPENT AWAY FROM HOME, ASK:

8. Please tell me the names of each state or country in which you stayed OVERNIGHT on that trip. LIST IN LEFT COLUMN BELOW.

Q8. NAME OF STATE/COUNTRY	Q.9 # OF NIGHTS	Q.10 LODGING

9. How many nights did you spend in (EACH STATE/COUNTRY. ASK FOR EACH. TOTAL SHOULD EQUAL NUMBER OF NIGHTS AWAY IN Q.7.)

10. In what types of lodging did you stay when you were in each STATE/COUNTRY? ENTER LODGING CODE FROM LIST BELOW.

LODGING CODES:

1 FRIEND'S, RELATIVE'S HOME
2 HOTEL, MOTEL, MOTOR COURT, TOURIST COURT
3 RENTED CABIN, CONDOMINIUM, OR VACATION HOME
4 OWNED CABIN, CONDOMINIUM, OR VACATION HOME
5 CAMPER, TRAILER, RECREATIONAL VEHICLE, TENT
6 ENROUTE--DID NOT STAY ANY PLACE OVERNIGHT
7 OTHER (SPECIFY)_____

11. Thinking of this first trip, what is the name of the destination or the FARTHEST PLACE you reached on that trip?

PLACE, CITY, TOWN NAME_____

STATE, COUNTRY_____

12. How many nights did you stay at your destination? _____NIGHTS

13. Was this a vacation trip? 1 YES 2 NO

14. Was this a weekend or long weekend trip? 1 YES 2 NO

15. What was the main activity done on this trip? (ACCEPT ONLY ONE ANSWER)

1 VISIT FRIENDS OR RELATIVES
2 CONVENTION, SEMINAR, MEETING
3 BUSINESS
4 OUTDOOR RECREATION (hunting, fishing, boating, camping)
5 ENTERTAINMENT (sightseeing, theater, sports)
6 PERSONAL, FAMILY (medical, funeral, wedding)
7 OTHER (SPECIFY) _____

16. What were the most important types of transportation used on this trip? (INTERVIEWER: READ CATEGORIES BELOW TO RESPONDENT.)

MOST IMPORTANT		SINGLE MOST IMPORTANT
1	AUTO OR TRUCK WITHOUT CAMPING EQUIPMENT	1
2	AUTO OR TRUCK WITH CAMPER TRAILER OR CAMPING EQUIPMENT	2
3	SELF-CONTAINED RECREATIONAL VEHICLE (LIVE-IN CAMPER)	3
4	AIRPLANE	4
5	BUS	5
6	TRAIN	6
7	SHIP, BOAT	7
8	OTHER, (SPECIFY) _____	8

17. What was the one type of transportation used to cover most of the miles on this trip? (CIRCLE CORRECT ANSWER)

18. Did you rent a car at any time on this trip? 1 YES 2 NO

19. Was any part of this trip a package tour or an all expense trip? 1 YES 2 NO

20. Did you consult a travel agent while arranging this trip? 1 YES 2 NO

IF YES, ASK:

21. Did you use the services of a travel agent to make any hotel or transportation reservations for this trip? 1 YES 2 NO

22. Was this trip taken as part of a group travel program? 1 YES 2 NO

23. Did you visit a theme or amusement park while on this trip? 1 YES 2 NO

D1. What is your marital status?

1 MARRIED
2 SINGLE, NEVER MARRIED
3 SEPARATED
4 DIVORCED
5 WIDOWED

D2. Are you currently employed full or part-time? 1 YES 2 NO

IF YES, ASK:
D3. What is your occupation?_____

IF NO, ASK:
D4. Are you looking for work? 1 YES 2 NO

D5. Are you retired? 1 YES 2 NO

D6. What is the last grade that you completed in school?

1 LESS THAN HIGH SCHOOL
2 HIGH SCHOOL COMPLETE
3 COLLEGE INCOMPLETE
4 COLLEGE COMPLETE
5 GRADUATE WORK

IF MARRIED, ASK:
D7. What is your spouse's occupation? _____

D8. What is the last grade that your spouse completed in school?

1 LESS THAN HIGH SCHOOL
2 HIGH SCHOOL COMPLETE
3 COLLEGE INCOMPLETE
4 COLLEGE COMPLETE
5 GRADUATE WORK

D9. Do you own or rent your home? 1 OWN 2 RENT

D10. How many full-time or part-time wage earners live in this household? 1 ONE 2 TWO 3 THREE OR MORE 4 NONE

D11. How old are you? _____

D12. Is you family income less than $10,000 per year, between $10,000 and $19,999, between $20,000 and $29,999, $30,000 and $39,999 or more than $40,000 a year?

1 LESS THAN $10,000
2 BETWEEN $10,000 AND $19,999
3 BETWEEN $20,000 AND $29,999
4 BETWEEN $30,000 AND $39,999
5 $40,000 OR MORE
6 REFUSED

D13. Which of the following credit cards does your household have?

1 VISA
2 MASTERCHARGE
3 AMERICAN EXPRESS
4 CARTE BLANCHE
5 DINERS CLUB
6 NONE OF THESE

D14. What is your race?

1 WHITE
2 BLACK
3 SPANISH SPEAKING
4 ORIENTAL
5 AMERICAN INDIAN

D.15 SEX OF RESPONDENT: 1 MALE 2 FEMALE

Z1. How many vacation trips do you intend to take in the next six months? (CIRCLE)

0 1 2 3 4 5 6 7 8 9 OR MORE Y DON'T KNOW

IF ANY:

Z2. Thinking only of the longest vacation trip you intend to take, in what month will that trip probably end?

1 JANUARY 4 APRIL 7 JULY O OCTOBER
2 FEBRUARY 5 MAY 8 AUGUST X NOVEMBER
3 MARCH 6 JUNE 9 SEPTEMBER Y DECEMBER

Z3. How many nights do you intend to be away from home on this trip? _____ NIGHTS

Z4. In what type of lodging do you intend to spend most of the nights on this trip? (CIRCLE - READ IF YOU NEED TO)

1 FRIEND'S, RELATIVE HOME
2 HOTEL, MOTEL, MOTOR COURT, TOURIST COURT
3 RENTED CABIN, CONDOMINIUM, OR VACATION HOME
4 OWNED CABIN, CONDOMINIUM, OR VACATION HOME
5 CAMPER, TRAILER, RECREATIONAL VEHICLE, TENT
6 OTHER (SPECIFY) _____
7 DON'T KNOW

Z5. In what state or country will your final vacation destination be (the farthest point you will reach)?_____

Z6. Will your destination be more than 500 miles, one-way, away from home? 1 YES 2 NO 3 DON'T KNOW

IF YES:

Z7. Will your destination be more than 1,000 miles, one-way, away from home? 1 YES 2 NO 3 DON'T KNOW

Z8. What one mode of transportation will be used to cover most of the miles on this trip? (INTERVIEWER: READ CATEGORIES)

1 AUTO OR TRUCK WITHOUT CAMPING EQUIPMENT
2 AUTO OR TRUCK WITH CAMPING EQUIPMENT
3 SELF-CONTAINED RECREATIONAL VEHICLE
4 AIRPLANE
5 BUS
6 TRAIN
7 SHIP, BOAT
8 OTHER

Z9. Have you made any arrangements yet, such as transportation or hotel reservations, for this trip? 1 YES 2 NO 3 DON'T KNOW

Z.10 How many other members of your household, if any, will go with you on this trip? (Circle answer below)

0 1 2 3 4 5 or more Y DON'T KNOW

Z.11 Do you plan to visit a theme or amusement park while on this trip? 1 YES 2 NO 3 DON'T KNOW

APPENDIX E

SAMPLE CHARACTERISTICS
FULL YEAR, 1982

Number of telepone numbers selected	84,000
Number of adults contacted	16,800
Number of interviews completed	13,209
Number of qualifying trips	6,245

APPENDIX F
SAMPLING ERROR, FULL YEAR, 1982

There are a variety of statistical reasons why theoretical estimates can given only a rough indication of sampling error for the key projections of this survey (e.g., trips). These include weighting, clustering, and response rates. For these reasons, the sample was designed to utilize the method of internal replication to obtain a more accurate measure of actual sampling error. In this method, the total sample is constructed or built up from a series of matched samples of small size. Each of these smaller samples is itself a national probability sample drawn as described in Appendix A. Each sample can thus be viewed as a sample of the universe of all households in the United States. The variation between samples can be used to give an indication of the sampling error.

For this study, a total of seven matched samples was utilized. Each of these consisted of fifty primary sampling units. Each of these samples was drawn so as to give the proper proportion of respondents in each travel region and in metropolitan and non-metropolitan areas. The table below indicates the confidence intervals at the 95% confidence level based on this internal replication approach. The basic estimates of sampling error were supplied by Dr. Michael Rappeport of RL Associates, Princeton, New Jersey, and suggest the confidence intervals for the trip estimates contained in this report.

TRIP OR TRAVELER CHARACTERISTICS	PERCENT OF TRIPS	95% CONFIDENCE INTERVAL
DESTINATION REGION		
New England	3%	±1%**
Eastern Gateway	7	±1 *
George Washington Country	9	±1 *
The South	24	±1
Great Lakes Country	15	±1
Mountain West	4	±1 **
Frontier West	17	±1
Far West and Hawaii	14	±1 *
Outside U.S.	6	±1 *

*Due to the small estimated percentage of trips for this category, the relative error is high. This estimate, therefore, should be used with care.

**Due to the very small estimated percentage of trips for this category, the relative error is very high. This estimate, therefore, should be used with extreme care.

TRIP OR TRAVELER CHARACTERISTICS (Continued)	PERCENT OF TRIPS	95% CONFIDENCE INTERVAL
TRIP DISTANCE		
200-299 miles	23%	±1%
300-399 miles	17	±1
400-599 miles	17	±1
600-999 miles	14	±1 *
1,000-1,999 miles	13	±1 *
2,000 miles or more	10	±1 *
Outside continental U.S.	7	±1 *
TRIP DURATION		
No nights	7	±1 *
One night	13	±1 *
2-3 nights	38	±1
4-9 nights	30	±1
10 nights or more	12	±1 *
FAMILY INCOME		
Less than $10,000	10	±1 *
$10,000-$19,999	18	±1
$20,000-$29,999	21	±1
$30,000 or more	38	±1
Not reported	13	±1 *
TYPE OF LODGING		
Home or friends, relatives	43	±1
Hotel, motel, motor hotel	39	±1
Rented cabin, condo or vacation home	3	±1 **
Owned cabin, condo or vacation home	3	±1 **
Camper, recreational vehicle, tent	5	±1 *
No nights	7	±1 *
ORIGIN REGION		
New England	5%	±1% *
Eastern Gateway	8	±1 *
George Washington Country	10	±1 *
The South	21	±1
Great Lakes Country	22	±1
Mountain West	4	±1 **
Frontier West	17	±1
Far West	14	±1 *

TRIP OR TRAVELER CHARACTERISTICS (Continued)	PERCENT OF TRIPS	95% CONFIDENCE INTERVAL
PURPOSE OF TRIP		
Visit friends/relatives	36	±1%
Pleasure	34	±1
Business/convention	19	±1
MODE OF TRANSPORTATION		
Auto/truck/RV	78	±1
Air	18	±1
VACATION TRIP		
Vacation	58	±1
Not a vacation	42	±1
WEEKEND TRIP		
Weekend	44	±1
Not over weekend	56	±1